

## OZONE IN KANSAS CITY

The Kansas City area was designated as a sub-marginal **ozone nonattainment** area under the Clean Air Act Amendments of 1990. In 1992, the Kansas City area showed compliance with the standard and was redesignated to **attainment** and renamed an **ozone** maintenance area. The Kansas City **ozone** maintenance area includes Clay, Jackson and Platte counties in Missouri and Johnson and Wyandotte counties in Kansas.

In 2000, Kansas City reported two **exceedances** of the one-hour **ozone** standard. The Kansas City area did not report any **exceedances** in 1999. The table at left shows the number of days each site reported exceeding the **ozone** standard between 1990 and 2000.

The states of Kansas and Missouri along with the U.S. Environmental Protection Agency (EPA) conducted a monitoring network review during 2000. Missouri has recommended changes to the monitoring network. If the recommendations are accepted the area will add two additional monitors and will relocate several others. The changes to the network should allow for better coverage during diverse meteorological conditions.

## CONTROLLING KANSAS CITY OZONE

The Kansas City area has experienced **ozone** problems since the late 1970s. In response to the Clean Air Act Amendments of 1990, the U.S. EPA published two regulations that reduced the Reid vapor pressure (RVP) of gasoline in the Kansas City area. RVP is a measure of the tendency of gasoline to evaporate into the

air. Lowering gasoline's RVP reduces its evaporative emissions. From 1990 through 1997, the RVP of gasoline in Kansas City has been reduced on three occasions. The latest change occurred during summer 1997. The Missouri Department of Natural Resources and Kansas Department of Health and Environment both required that 7.2 RVP gasoline be sold in the Kansas City Maintenance Area during the peak **ozone** season.

The Missouri Department of Natural Resources' Air Pollution Control Program developed an **ozone** control strategy after working with the Mid-America Regional Council (MARC), the Kansas Department of Health and Environment, Kansas City local agencies and industrial representatives. This strategy was to be implemented in place of the contingency measures presented in the 1992 Kansas City **Ozone Maintenance State Implementation Plan**. The Missouri Department of Natural Resources presented this plan to the **Missouri Air Conservation Commission** in April 1997. The commission asked the Department of Natural Resources to remove inspection and maintenance from this plan and replace it with a more expeditious control program. After discussions with MARC and other community representatives, a control strategy including **reformulated gasoline (RFG)** was developed. The revised maintenance plan called for **RFG** to be sold in the Kansas City area starting in 2000. The **Missouri Air Conservation Commission** adopted the Maintenance Plan in February 1998. This plan required the Department of Natural Resources to recommend that the governor ask the U.S. EPA to include the Kansas City area in the federal **RFG** program by April 2000.

**RFG** would have replaced low RVP gasoline as the fuel control strategy. The Missouri Department of Natural Resources and the Kansas Department of Health and Environment hosted a

Fuels Summit in June 1999. This summit resulted in a recommendation to proceed with **RFG**. The governors of Kansas and Missouri opted into the **RFG** program at the end of July 1999. However, a lawsuit against the U.S. EPA blocked the use of federal **RFG** in former **ozone nonattainment** areas, including Kansas City.

The states of Kansas and Missouri met with petroleum interests that serve the Kansas City market on three occasions during spring 2000. These meetings focused on developing a new fuel strategy for the Kansas City area. The petroleum representatives offered to supply Kansas City with a 7.0 RVP gasoline beginning in 2001. They also said that the states would have to make up any emission reduction shortfalls with stationary source controls.

On June 13, 2000, the Air Quality Forum voted to reaffirm their recommendation that Stage II Vapor Recovery be implemented if a state **RFG**-like fuel was not available to the Kansas City Maintenance Area. On June 29, 2000, the MARC Board of Directors also voted to reaffirm their commitment to implement Stage II Vapor Recovery if a state **RFG**-like fuel was not available for the Kansas City area.

The state of Kansas sent a letter to the U.S. EPA committing to implement a 7.0 RVP gasoline program and a cold solvent cleaning regulation on July 7, 2000. The state of Missouri sent a letter on Aug. 22, 2000, also committing to implement a 7.0 RVP regulation and cold solvent cleaning regulation. In addition, Missouri committed to amending the Stage I Vapor Recovery program in Kansas City to include enhanced reporting and record-keeping, increased inspection frequency and installation of pressure vacuum relief valves. The department is working on these rulemakings and anticipates completion of the revisions to the maintenance plan during late spring or early summer 2001.